

ARUBA NEWS

VOL. 7, No. 15

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NOVEMBER 8, 1946

September "C.Y.I." Winners Split 525 G's 22 Ways

With the top award of 125 guilders going to Hery Gittens of the Boiler Shop for his idea for remodeling the screen frames for the intakes of No. 1 Powerhouse and the Pitch Stills, the "C.Y.I." winners for September numbered 22 and the awards totaled 525 guilders.

Other winners were:

James Knoll, Fls. 25.00, request travel literature from New York for Esso Club library.

Miss Elouise Simmons, Fls. 20.00, protection of foamite lines north of tanks Nos. 483 and 484.

Miss Elsa MacKintosh, Fls. 20.00, improvements to Esso Dining Hall credit tickets.

George Asregadoo, Fls. 15.00, install bathroom at Hydroponics unit.

Edward Kulisek, Fls. 35.00, system for identifying pushers of various M. & C. crafts in the field

Reginald Hartogh, Fls. 15.00, eliminate safety hazard at caustic wash drums, GSAR.

Adam Branningen, Fls. 40.00, ramp to facilitate servicing of scooters.

Andre Dutier, Fls. 10.00, eliminate safety hazard at N.D. & P.D. condensor box water overflow lines on No. 8 H.P.S.

Jose Frans, Fls. 10.00, eliminate stumbling hazard west of tank No. 200.

Claude McDonald, Fls. 20.00, system for testing Ice Plant's cooling water for detecting leaks.

Frank Huggins, Fls. 10.00, relocate fire extinguisher at L.H.B.Q. No. 16.

Egbert Carrilho, Fls. 20.00, eliminate safety hazard at AAR2 comp. house.

Julio Van Dinter, Fls. 15.00, improve working conditions at empty can storage building.

McGilchrist Pope, Fls. 10.00 improvements for various Colony Service operations.

Clarence Bristol, Fls. 25.00, eliminate safety hazard at western door of Dry Dock repair shop.

Charles Rohee, Fls. 15.00, eliminate fire hazard at Personnel Annex at Main Gate.

Arvino Zeppenfeldt, Fls. 20.00, installation of phone at residence of Accounting Department employee.

Antherio de Freitas, Fls. 15.00, eliminate safety hazard east of No. 1 heating oil cooler at PCAR.

Jan Montnor, Fls. 15.00, change position of packing gland on reciprocating acid pumps.

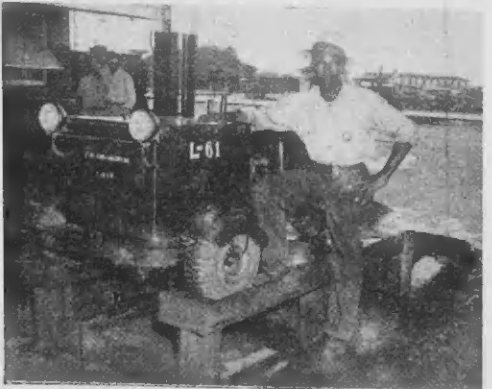
Michael Koban, Fls. 15.00, asphalt fill to eliminate safety hazard near handball court.

Eugene Kimler, Fls. 15.00, valve extension for No. 5 H.P. cross furnace.

Harry Nahar, Fls. 10.00, install sewer line to drain off water accumulating east of No. 10 Crude still control house.

Lago's transportation equipment ranges from huge cranes to pint-sized scooters, and it takes all sizes of ramps to handle it. Adam Branningan, below, thought up the newest one, for servicing three-wheel scooters at the Garage, and won a Fls. 40 "C.Y.I." award for his idea.

Adam Branningan, aki bao, a haya Fls. 40 di "Coin Your Ideas". Su idea tabata pa traha un dock especial pa scooternan di tres wiel. E portret ta muestra Adam para banda di e idea cu a produci Fls. 40 extra pe.



Part 2 of "The War Years at Lago" starts on page 4 of this issue.

Cas di Bieheza na Saba Fundá Pa "Wit Gele Kruis"

"Wit Gele Kruis", un organizacion parecido na Cruz Roja, a anuncia plannan recientemente pa habri un cas di bieheza na Windwardside, Saba.

Den un reunion dia 8 di October na Windwardside na cas di Rev. Pader Berlage (antes di Aruba) plannan a worde haci pa eliminá trabao cu e hendenan hieuw ta pasa, ora nan no por percura pa nan mes mas.

Nan a cumpra un edificio cu antes tabata di E. Hassell di Training Division y nan lo cuminzá traha pronto pa pone e lugar na condicion pa e ocupantenan nobo. Siendo cu lo e costa hopi, nan ta pidi tur hende di Aruba y Curaçao di yuda, contribuyendo pa es doel aki.

Esnan presente na e promé reunion di e Directiva local tabata Pader Berlage (Presidente), Harry L. Johnson (Secretario), Senorita Rose Undine Johnson (Tesorera), Rev. F. Jensen y Dr. J. Chocolaad.

Gouverneur A Ricibí Medalia Pa Servicio Rendí na Merca

"Medalia di Libertad", un medalia especial instituí pa President Truman, a worde presentá na Gouverneur P. Kasteel di Curaçao dia 29 di October, pa servicionan rendí na Estados Unidos di Norte America durante di guerra. E medalia aki ta worde presentá solamente pa activadnan cu a yuda en coneccion cu guerra.

E medalia no por worde presentá na ciudadanonan Americano, cu excepcion di esnan cu a sirbi for di Merca durante di guerra; miembronan di Ehército Americano tampoco no por ricibí.

E presentacion a tuma lugar den number di President Truman, pa Admiral W. R. Munroe, cu a haci un viahe especial pa Curaçao, pa es ocasion.



Botanist Visits Aruba To Study Local Palms

Dr. Liberty H. Bailey, noted authority on plants and former dean of the Cornell University School of Agriculture, embarked from Philadelphia October 21, alone at the age of 88, on a trip through the West Indies and South America to study the palms in the area with a view to reclassifying them. In his opinion, science has classified the palm family poorly, and though he is of an age when most men would relax into a rocking chair, he set out to do something about it.

The first leg of Dr. Bailey's trip brought him to Aruba where he stayed for three days studying the various types of palm trees. He said there were nine different kinds here, none of them native to the island.

After leaving Aruba, he went to Curaçao from where he plans to go to Bonaire and then to Trinidad, carrying on his work as he goes. Following this he will make his way up the Amazon River and work inland through the jungle, hiring boats and other transportation as he goes along.

Undaunted by his advancing years, Dr. Bailey is planning several more trips about the world, among them to tropical Africa and Eurasia.



Some like lightning and some don't. Like it or not, it's a common part of Aruba life for two or three months each year, when it flickers over Venezuela almost every night, and often moves over to invade Aruba. For a closer look at what makes these displays so violent, see above, where perhaps a million volts is crashing into the earth. The picture was taken from the lake tanker "Temblador", as it left the La Salina loading dock in Lake Maracaibo.

Tin hende cu tin miedo di lamper, tin cu no. Miedo of no, ta algo comun na Aruba durante dos o tres luna tur anja, ora cu ta lombra di Venezuela tur anochi y hopi biaha e ta invadi Aruba. E portret ta muestra efecto di podiser million volts ora e ta dal den tera. E portret ta saká for di e tanker "Temblador", ora cu e tabata sali di dock di La Salina den Lago di Maracaibo.

Council's Gift Received, Red Cross Sends Thanks AROUND THE PLANT

The \$1,500 recently sent by the Lago Community Council to help victims of the recent earthquake disaster in Santo Domingo was a great help to the local Red Cross in easing some of the suffering caused by the catastrophe. This news was received last month by A. S. MacNutt, president of the Council, from R. C. Horne, president of Esso Standard Oil S.A. (Caribbean), in the Dominican Republic.

When reports of the earthquake came, the Council thought that it might be able to help the stricken people. A cable was sent to Mr. Horne asking his advice as to the way in which money donated would be most useful. His reply suggested the Dominican Red Cross and a check was immediately sent.

When the gift arrived, Mr. Horne, acting as agent for the Council, presented the check to Dr. Julio Pineyro, president of the Dominican Red Cross. Accompanying Mr. Horne was Linus G. Harth, district manager for Esso Standard in Ciudad Trujillo and formerly of the Light Oils Finishing Department here in Aruba.

A few days later Mr. Horne received a letter from Dr. Pineyro expressing his own and the Red Cross' deepest thanks for the generous gift.

Publication Mailing Discontinued

After two and a half years of mailing copies of the Aruba Esso News and the Pan Aruban to employees on military leave (and to the soldier-sons of employees) the Lago Community Council recently closed its books on this activity after mailing out nearly 10,000 copies of the two publications. Credit is due to Gerry Molloy of the Accounting Department, who first handled the work when he was president of the Council. Later, when he was no longer on the Council, he continued to coordinate the work with the assistance of his office staff, using Council funds to cover the cost of postage.

With a wartime maximum of 80 men on the mailing list, the papers carried news of Lago and Aruba to men stationed everywhere from Okinawa to the Persian Gulf.

Segundo parti di "Lago Durante Anjanan di Guerra" ta cuminzá na página 4 di e número aki.

Upon receipt of news that his father was ill in Cuba, Bernard Marquis, ship operations clerk and newly appointed Esso News reporter for the Marine Department, left for Havana by plane October 24 to spend a six-week long vacation with his family. It will be the first time he has seen them in 25 years.

Johannes Winklaar of the Dining Hall is learning about Curaçao all over again these days. He is now back there after a 27 years absence. Johannes and Willem van Aanholt, also of the Dining Hall, left Aruba in the latter part of October to enjoy their vacations there. With six and four weeks respectively to spend in Curaçao, the pair should come back with their memories well refreshed.

Drydock long vacations in November include Federico Maduro, welder helper, who left for six weeks November 1. On the same day James Lovell of the propeller gang started eight weeks. Laurencio Leest, a carpenter helper, leaves November 11 for four weeks. Benedito Geerman will leave his pile driver for six weeks, starting on the 15th. On the following day, welder George Lovell will start his six weeks. Alvin De Nobriga, a welder, and Karel Ponson, a sailmaker, will start eight weeks and four weeks respectively November 18.

Winnie Romer of the Personnel Department left for a four week vacation in Caracas November 1, where she is visiting her brother.

Woodward New Lago Director

At a meeting of the Lago Oil & Transport Co. Board of Directors held here October 8, J. W. Woodward, marine manager, was elected a director to fill the vacancy created by L. G. Smith's transfer to New York.

Mr. Woodward started with the Company at Bayonne in 1920, after Army service in the first World War. Several years ago he was in charge of Standard's port operations in New York Harbor. During the war he served with the War Shipping Board for a time as chief of tanker operations in the Canal Zone area. He came to Aruba December 28, 1945.

ARUBA ESSO NEWS

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LIKE THE THREE BEARS of the nursery story, ideas come in three sizes — big, middle-sized, and little. The big ideas naturally pay the best — they are the ideas that save the most money in improving operations, or that correct a most serious accident hazard.

But an idea doesn't have to be big to get a worthwhile award. The middle-sized and little ideas don't do the big things done by big ones, but they all combine to help create an efficient, safe, and well-run refinery. And the little ones receive the same careful attention given to the big ones.

Draw a bead on any of the three sizes and fire when ready!

Whistling up and down the refinery's railroad tracks right now is an idea that for a long time was ripe for the picking, but no one ever picked it.

The locomotives are being painted a brilliant yellow for better visibility. Before this, painted a dull grey, when they crossed roads they were likely to blend into the grey stills in the background, and were hard to see from an approaching automobile. Now their bright yellow color makes them easy to see.

The suggestion to paint them yellow came from the Traffic Safety Committee only recently, after years of grey paint. No employee ever suggested painting them yellow, though it is plainly a good safety idea.

It is typical of the chance that any employee has to hit on a good money-making suggestion. He need not be a technical expert in oil-refining. Eyes wide open and a lively mind are all it takes to "COIN YOUR IDEAS".

NEW ARRIVALS

A son, to Mr. and Mrs. Ormand Charles, October 9.
A son, Richard Alan, to Mr. and Mrs. George Mathews, October 9.
A daughter, Shirley Eileen, to Mr. and Mrs. James Kirton, October 10.
A daughter, Mirna Madalena, to Mr. and Mrs. Luis Winterdaal, October 13.
A son, Pedro Eduardo, to Mr. and Mrs. Vicente Arends, October 13.
A daughter, Jean Agnes, to Mr. and Mrs. Joseph Guy, October 13.
A son, Calixte Camillo, to Mr. and Mrs. Thomas Emmanuel, October 14.
A son, Robert Clive, to Mr. and Mrs. Mario Cannegieter, October 14.
A son, John Zacharias, to Mr. and Mrs. Timothy Campbell, October 14.
A daughter, Helen Jean, to Mr. and Mrs. Robert Morris, October 14.
A daughter, Zonia Eugenia, to Mr. and Mrs. Emanuel Viera, October 15.
A daughter, Frida Theresa, to Mr. and Mrs. Baldomero Lacle, October 15.
A daughter, Norma Ursula, to Mr. and Mrs. Herbert Blaize, October 15.
A daughter, Donna, to Mr. and Mrs. Harry Backus, October 16.
A daughter, Selma Leonie, to Mr. and Mrs. Arthur Bailey, October 17.
A daughter, Shirley Iona, to Mr. and Mrs. Joseph Rogers, October 17.
A daughter, Anatol Leopole, to Mr. and Mrs. Sandford Scott, October 17.
A daughter, Agatha Rosa Maria, to Mr. and Mrs. Laurence Barviteau, October 18.
A son, Franklin Harold, to Mr. and Mrs. Juan Lacle, October 18.
A son, Woodworth Augustus, to Mr. and Mrs. Edmund Cummings, October 18.
A daughter, Cornelia Ann, to Mr. and Mrs. David Mortlock, October 18.
A daughter, Janice Elcia, to Mr. and Mrs. Henry John, October 19.
A son, Pedro Nicolaas, to Mr. and Mrs. Alberto Besaril, October 19.
A son, Lester Jeremiah, to Mr. and Mrs. Emanuel Ashby, October 20.
A daughter, Lenna Mentrude, to Mr. and Mrs. John Caton, October 20.
A daughter, Nancy Caldwell, to Mr. and Mrs. L. A. Pomeroy, October 20.
A daughter, Bonnie Lou, to Mr. and Mrs. Fred Quiram, October 20.
A daughter, Martha Valeria Maria, to Dr. and Mrs. J. B. M. Van Ogtrop, October 21.

Departmental Reporters

(Dots indicate that reporter has turned in a tip for this issue)

Simon Coronel	Hospital
Bipat Chand	Storehouse
Sottaur Bacchus	Instrument
Gordon Ollivierre	Electrical
Luciano Wever	Labor
Simon Geerman	Drydock
Leonard Marquis	Marine Office
Iphil Jones	Receiving & Shipping
Erskine Anderson	Acid & Edeleanu
Sam Viapree	L. O. F.
Fernando Da Silva	Pressure Stills
Bertie Viapree	C.T.R. & Field Shops
Hugo de Vries	T.S.D. Office
Pedro Odor	Accounting
Mrs. Ivy Butts	Powerhouse 1 & 2
Jacinto de Kort	Laboratories 1 & 2
Henry Nassy	Laboratory 3
Harold Wathey	Lago Police
Mrs. M. A. Mongro	Esso & Lago Clubs
Elsa Mackintosh	Dining Halls (3)
Eric Crichtlow	Catalytic
Alvin Texeira	Gas & Poly Plants
Calvin Hassell	M. & C. Office
Federico Ponson	Masons & Insulators
Edward Larmonie	Carpenter & Paint
Edgar Connor	Machine Shop
Mario Harms	Blacksmith, Boiler & Tin
Cade Abraham	Pipe
Jan Oduber	Welding
John Francisco	Colony Commissary
Jose L. Cruz	Plant Commissary
Vanisha Vanterpool	Laundry
Ricardo Van Blaricum	Colony Service Office
Claude Bolah	Colony Shops
Hubert Ecury	Garage
Harold James	Personnel
Edney Huckleman	Sports
Samuel Rajroop	Special

IDEANAN ta bini den tres tamaño — grandi, mediano y chikito. Claro cu pa e ideanan grandi bo ta haya mas placa — eseynan ta e ideanan cu ta spaar hopi placa pa Compania, improvisando operacionnan den refinaria di ideanan cu ta preveni accidente.

Pero un idea no tin nodi di ta grandi pa e por saka un premio cu bale la pena. E ideanan mediano y chikito no ta haci cosnan grandi manera e ideanan grandi, pero tur e ideanan combiná ta yuda na establecé eficiencia, seguridad y progreso pa refinaria. Y ideanan chikito ta haya mes tanto atención pagá na nan cu e grandinan.

Manda cualkier idea cu bo tin, di ki tamaño que sea!

Empleadonan den refinaria por a nota un cambio chikito, cu lo por a gana un premio pa un di nan, si nan a pensa cy riba.

E treinnan cu ta corre den refinaria ta pintá geel awor, pa por mira nan mihor. Antes nan tabata pintá un color shinishi, y un chauffeur den auto no por a mira nan tan facilmente. Awor nan color geel clá ta haci nan destacá contra e shinishi di stillnan.

E idea pa pinta nan geel a bini di Comité di Tráfico Sigur recientemente, despues cu anjanan largo nan tabata pintá shinishi. Nunca un empleado no a proponé pa pinta nan geel, y toch esaki ta un bon idea di Seguridad.

Un empleado no tin nodi di ta un experto técnico den refinamento di azeta pa e por saka un premio. Wowonan habrí y sinti alerta ta tur loque ta necesario pa "COIN YOUR IDEAS".



"Macacu sa ki palo e ta subi". E macacu aki a subi palo, pero a no a paga tino kico tin bao dje. Mira kico ta speré. Caiman ta bai ranké na su rabu treec abao pa e pasa boca cuné. Su descauido lo ta su desgracia. No sea macacu, evita tur peligro di accidente.

Medal Presented To Governor For Service To U.S. During War

The "Medal of Freedom", a special medal instituted by President Truman, was presented to Governor P. Kasteel of Curaçao October 29, for services rendered the United States during the war. It is only awarded for activities which were helpful in connection with the war.

The medal cannot be given to U.S. citizens, unless they have performed services outside the U.S. during the war, nor can it be awarded to members of the U.S. Armed Forces.

The presentation was made in behalf of President Truman by Admiral W. R. Munroe who, accompanied by his staff, made a special trip to Curaçao for the occasion.

DEATHS

Teolindo Flanegin of the Catalytic Department, on October 16, at the age of 28. He had been an employee for the past six years and ten months. He is survived by his wife and four children.

A MURI, Teolinda Flanegin di Catalytic Department, dia 16 di October, na edad di 28 anja. E tabata empleá pa seis aña y diez luna. El a laga atras su señora y cuater jioe.

SCHEDULE OF PAYDAYS

Semi-Monthly Payroll	
October 16—31	Fri. November 8
November 1—15	Sat. November 23
Monthly Payroll	
October 1—31	Sat. November 9

Home for Old People in Saba Sponsored by Organization

The "White Yellow Cross", an organization similar to the Red Cross, recently announced plans for the opening of an old folks' home in the town of Windwardside, Saba.

In a meeting October 8 at Windwardside at the home of Rev. Father Berlage (until recently of Aruba) plans were made to eliminate many of the hardships endured by old people who can no longer take care of themselves.

A building has been purchased to be used as the home (it formerly belonged to E. A. L. Hassell of the Training Division) and work will soon begin to put the place in condition for its new occupants. Since the expense will be considerable, the local board is requesting interested persons who are living in Aruba and Curaçao to aid by contributing to the cause.

Present at the first meeting of the local board were Father Berlage (persident), Harry L. Johnson (secretary), Miss Rose Undine Johnson (treasurer), Rev. F. Jensen, and Dr. J. Chocolaad.

Seaman's Club Director To Publish Sea Story

Scheduled for publication sometime after Christmas is a new book, *The Long Swim*, by Richard C. Angell, director of the United Seaman's Service Club in San Nicolas.

The book is fiction based on an actual experience of Mr. Angell's in the Mediterranean while he was in the Merchant Marine during the war. The particular incident covered concerns a time when the author was swimming near his ship at anchor and was swept out to sea by the tide and given up as lost by his shipmates. After struggling to stay alive in the water for a day and a half being carried nearly 50 miles about the Mediterranean, he was washed up on a desert island and picked up from there by a passing fisherman. The book itself deals with the swimmers' thoughts and emotional reactions while he is in the water.

It is Mr. Angell's first attempt at novel writing. He is, however, no stranger to the writing profession, having been employed by several newspapers before the war.

John J. Winterbottom, marine manager here from November 1942 to May, 1944, and now assistant manager of the Marine Dept. in New York, was a visitor here late last month. He was accompanied by W. P. Wackrill of London, general manager of the recently-formed Esso Transportation Company, and by M. Radom and C. deWitt of the New York office. After inspecting marine operations at Lago, Messrs. Winterbottom, Wackrill, and Radom left for a survey of Venezuelan operations.

While here (October 29) Mr. Winterbottom celebrated his thirtieth anniversary with the Company.

Happy smiles light the faces of Sylvester Francis of the Pressure Stills and his bride, the former Maria Nicolaas of San Nicolas. The couple is shown just after they were married at the Church of St. Theresa October 17. A reception followed the ceremony at the home of the bride's parents.





Cuba's Eva Rodríguez whirled about the floor in the snappy movements of various Latin American dances as she and her partners appeared before audiences in Aruba recently. Stopping here during a trip through the area, the Cuban dancers are seen in these pictures as they performed at the Lago Club October 11. In the upper picture Miss Rodríguez and partner Miguel Roca swing their way through a Samba. Below, she is seen in another Latin dance. (Pictures by S. Rajroop and W. McDermott.)



Aki 'riba nos ta mira e team di Aruba Voetbal Bond net promé cu nan a hunga cu Lago All Stars. A.V.B. a gana 3—2. Nan a hunga e wegá pa prepará e Olimpiada cu lo tin na Barranquilla na December. E siguiente dia A.V.B. a gana un wegá hungá na Oranjestad, 1—0 Para nos ta mira C. Maduro, M. Fingal, M. Loeffstok, F. Kelkboom, E. Capriles, y A. Brokken. Na rudia, A. Julia, P. Julia, F. Tromp, J. Brokkeny, E. Arman.

A picked team from the Aruba Voetbal Bond played a Lago All-Star team October 26 and 27, in a pair of practice games to help choose Aruba representatives in the December Olympiad at Barranquilla. The A.V.B. team, shown above, won both contests, 3 to 2 and 1 to 0.



Surinam Concert Artist Presented by Art Circle

With a concert pianist last week, and a renowned group of singers next week, the Aruba Art Circle is doing outstanding work in bringing cultural features to Aruba. Their newest presentation takes place Sunday, November 10, at 8:15 p.m., when the Fisk Jubilee Singers give a program of negro spirituals and classical songs. The group includes five men and one woman.

Music-lovers were highly enthusiastic over the performance given October 29 by Majoie Hajari, a top-ranking concert pianist from Surinam. Miss Hajari, who studied at the Amsterdam Conservatory, spent the war years in Holland, only recently returning to Surinam. She was brought here by the Surinam Club. After further appearances in South America, she plans to go to the United States. In addition to customary concert numbers her program includes several of her own compositions based on Hindu rhythms.

The Sociedad Bolivariana was the scene of an art exhibit for ten days last month, when the works of 12 Netherlands painters were shown. Several of the artists have paintings in Holland's largest museums, and have exhibited in the United States and various places in Europe.

Harold James of Personnel left October 26 for his home in Dominica. He has eight weeks to spend visiting his family there. On the way he planned to stop off at St. Marten, St. Kitts, and Antigua.

Most people favor marrying young, and Raymundo Feliciano, fourth-year apprentice, agrees with most people. He was married October 31 to Elizabeth Croes at the Catholic Church at Santa Cruz, with a reception after the ceremony. The couple will live in Ajo. At right, Instructor C. R. Brul presents a cash gift from his classmates October 28.

With a sizable check as a wedding gift, Bernardino Luydens' friends at the Colony Commissary hid him the best of luck in his married life. Bernardino and Margarita Arends were married in the Church of the Sacred Heart at Savaneta on October 31. Commissary supervisor Frank Ciccarelli is making the presentation in the picture below.

In the picture below at right, Richard Trimmingham receives from Hugh McGibbon (and the Foundry employees) a handsome vanity set as a wedding gift. Richard married Viola Osborne in Oranjestad October 30. A reception followed at the couple's home.

Ex-Personnel Employee Returns From Indies

Ewald Woiski, formerly of the Personnel Department, should know the southwestern Pacific pretty well by now. He returned to Aruba recently with a good deal of travel in that area behind him.

Ewald left Aruba for New York in December, 1944, to enter the Netherlands Red Cross. He then went to California, and from California, sailed for Hollandia, New Guinea. There he changed ships and went to Australia where he stayed for a few days and then travelled back to Hollandia to act as an air transport officer attached to the Netherlands Army.

After a seven-month stay at Hollandia he moved down to Batavia, Java in November, 1945. He remained in Batavia for a month and a half as medical supply officer and later spent two and a half months in Singapore getting medical supplies together. Ewald then went back to Batavia where he stayed until August, 1946, when he came back to Curaçao via the Indian Ocean, up through the Red Sea and the Suez Canal, out through the Mediterranean and across the Atlantic to New York.

Upon his arrival back in Curaçao he was demobilized. He doesn't know yet what he will do in the near future.



Draw Ends King's Cup Series

With the playing to a draw of the one-day championship cricket match between the Cambridge C.C. XI and the British Guiana C.C. XI at Lago Sport Park on October 27, His Britannic Majesty's Cup was still unclaimed. The match ended at 189 for all for Cambridge and 75 for 8 for British Guiana at the close of play.

Starting at 11 o'clock in the morning the Cambridge team batted first and showed considerable strength, putting several men in the double figure column. By the time B.G.'s turn came to bat it seemed doubtful whether they could overcome the large lead that Cambridge had amassed. Consequently, at the fall of the sixth wicket the B.G. captain decided to play for a draw, and by batting cautiously the team was able to reach the close of play with two wickets to go.

As a presentation match November 3, the British Guiana team was pitted against "the Rest" last Sunday, with B.G. winning, 160 for 9 to 141 for all.

After the game, trophies honoring the performances by individual players during the series were presented by Asst. General Manager O. Mingus. Highest batting average was William Smith of the B.G. club; highest individual score, H. Dalrymple of Dominica C.C.; bowler taking most wickets, C. Worrell of Cambridge; and best bowling average, S. Spanner of St. Eustatius. Since Cambridge declined to play a match to break the tie of the last game, a lien on the big cup was awarded to British Guiana, and their name goes on the Lago Shield.

Surinam Team Plays Football On Weekend Curaçao Journey

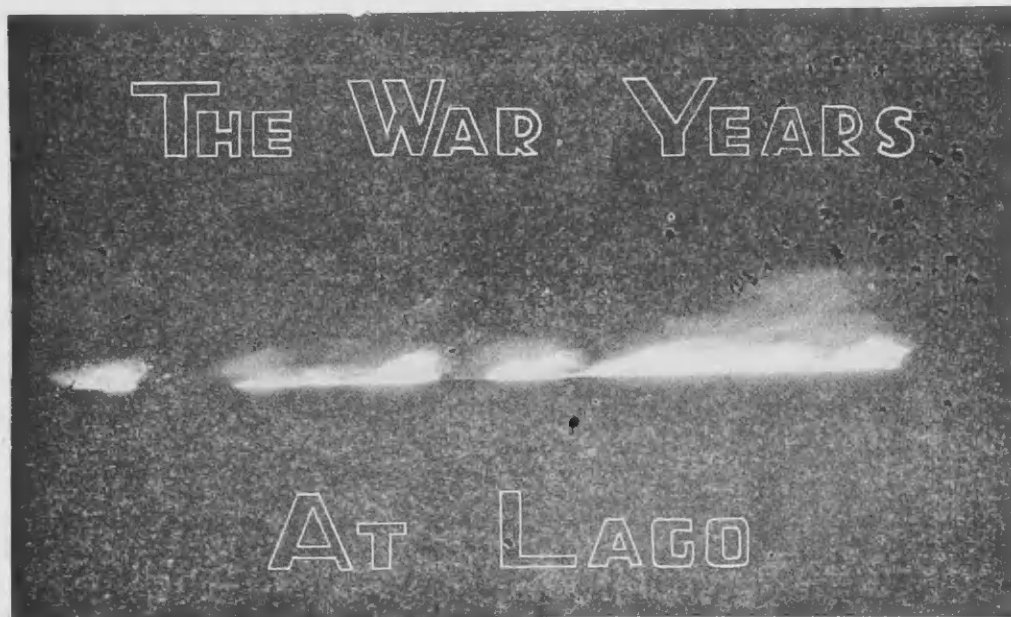
Flying to Curaçao in a chartered plane the weekend of October 12—13, the Surinam football team played a series of two matches against Curaçao teams. The Surinam team, composed of Lago employees, played their first match October 12 against Jong Curaçao and came through victorious to the tune of a 2—1 score. But on the following day the Surinamers were not as successful, for their match with Jong Holland (of Curaçao) came out with the Aruba boys on the short end of the score, 3—1. Outstanding in both games was Willem Echteid of the Training Division.

After the final game, the visitors were guests at a dance given in their honor by the Curaçao teams. The trip ended Monday morning when the players arrived back in Aruba in time to go to work. The trip was arranged by Henri Nassy of No. 3 Laboratory, Ronald Abrahamsz of Accounting, and Jim Leysner of Electrical.

Ricardo Van Blarcum, Esso News reporter for the Colony Service Offices, is planning a nine week vacation in Colombia. He will leave Aruba by air with his family for Barranquilla November 16, and travel from there to Medellin and then on to Bogota. Later they will return to Barranquilla, where Vito went to school 22 years ago. After seeing the December Olympiad, the family will return to Aruba by way of Maracaibo, La Guaira, and Curaçao.

Hopi hende ta gusta casa jong, y Raymundo Feliciano ta un di nan. El a casa cu Elizabeth Croes dia 31 di October na Misa di Immaculada Concepcion na Sta. Cruz. Despues di e ceremonia a sigui un recepcion. E pareha lo biba na Ajo. Na banda drechi, Instructor C. R. Brul ta presenté cu un regalo di su condiscipulonan, dia 28 di October.





1939-1945 A SUMMING - UP

(PART 2)

ATTACK!

WHEN Aruba went to bed the night of February 15, 1942, it expected the usual good night's sleep. The war in Europe was far away, and while there had been a few ship-sinkings in distant parts of the Caribbean, the U.S. Army Air Forces had established squadrons of bombers and fighters that patrolled regularly out of Dakota Field.

The British troops, mostly veterans of Dunkirk, had sailed away February 13, after the Berlin radio, which was taking too personal (and accurate) an interest in us, had announced the name of their ship and the sailing date. Over a thousand American troops had landed February 11, and their big and little guns, field telephone wires, search lights, and big stockpiles of shells beginning to appear in isolated places were exciting and at the same time a great comfort. The troops were still setting up their equipment, but in a few more days would be ready for action. A practise blackout several weeks before, checked by L. G. Smith from the top of the Alky Plant tower and by J. S. Harrison from a circling plane, had been a big success, partly because the main Colony switch was pulled.

Bedded down at the Guest House was General Frank Andrews (who later in the war was lost when his plane was shot down by a Messerschmidt near Iceland). Accompanying the General on his tour of Caribbean defenses were newsreel photographers and journalists, including Walter Davenport, one of Collier's roving editors.

At 1:30 a.m. next morning, February 16, the reporters had an eye-witness news story they hadn't bargained for. With a thundering explosion followed immediately by flames rising a hundred feet into the night sky, a torpedo ploughed into the midships section of the lake tanker "Pedernales", anchored just off the reef. A few minutes later the "Oranjestad", anchored several hundred yards away, also took a torpedo and appeared to dissolve into a sheet of flame. Then tracer shells from the submarine's deck gun began to arch over the lagoon into the refinery area and to the north of it.

As people were roused, lights popped on all over the Colony, then were doused as switches were pulled. Cars began to stream toward the waterfront, many with lights on until the drivers realized this was no accidental fire, but war.

One ship, the "Pedernales", gradually drifted away, taking its lake of blazing oil along with it. After nearly an hour the "Oranjestad" sank where it was anchored. (The spot was marked by an oil slick for two or three years afterwards.)

(A lucky ship was the "Hooiberg", which had approached to within a short distance of the "Pedernales" and "Oranjestad" when the torpedoing began, and somehow was overlooked by the submarine as it ran for the nearest Venezuelan shoreline.)

Men struggled for their lives in the fiery water beyond the reef. Ashore,

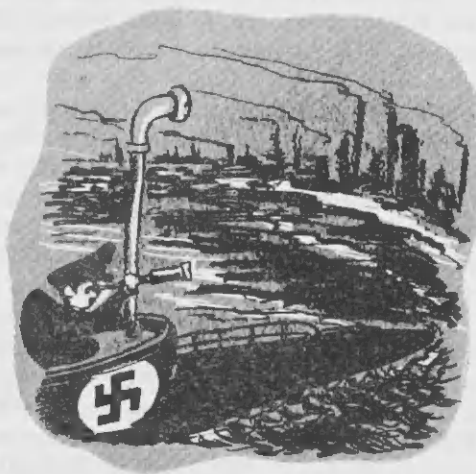
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A T A Q U E !

SEGUN custumber, Aruba a bai drumi masha tranquil e anochi di 15 di Februari, 1942. Guerra na Europa tabata hopi leeuw, y mientras cu tabatin algun sinkmento di vapornan den partinan distante di Caribe, Fuerza Aéreo Norte Americano a establecé un escuadro di bombers y fighters cu tabata haci ronda regularmente for di Vliegveld Dakota.

Tropanan Ingles, mayoria veteranonan di Dwinkerken, a sali di Aruba dia 13 di Februari, despues cu radio di Berlin, cu tabata tuma un interes demasido personal (y eficaz) den nos, a anunciá number di nan vapor y e fecha di nan salida. Mas di mil tropa Americano a yega tera dia 11 di Februari y nan cañonnan grandi y chikito, wayanan pa telefoon di campo, zoeklichten y nan montón di otro articulonnan di guerra tabata causa excitación y na mes tempo un gevoel di seguridad. E tropanan tabata reglando nan equipo ainda, pero denter di algun dia nan io tabata cla pa acción mes. Un ehercicio di black-out varios siman promé, cu L. G. Smith a check for di top di toren di Alky Plant y J. S. Harrison for di un aeroplano cu tabata circulá, tabata un gran éxito, debí parcialmente na e feit cu e main switch di Colony tabata saká afor.

Den Guest House tabata logeer General Frank Andrews (cu despues a perde den guerra ora cu un Messerschmidt a tira su aeroplano abao banda di Ysland). E general tabata acompañá riba su viahe di inspección di defensanan den Caribe pa varios fotógrafo- y periodistanan, entre otro Walter Davenport, un di e editornan di Collier.

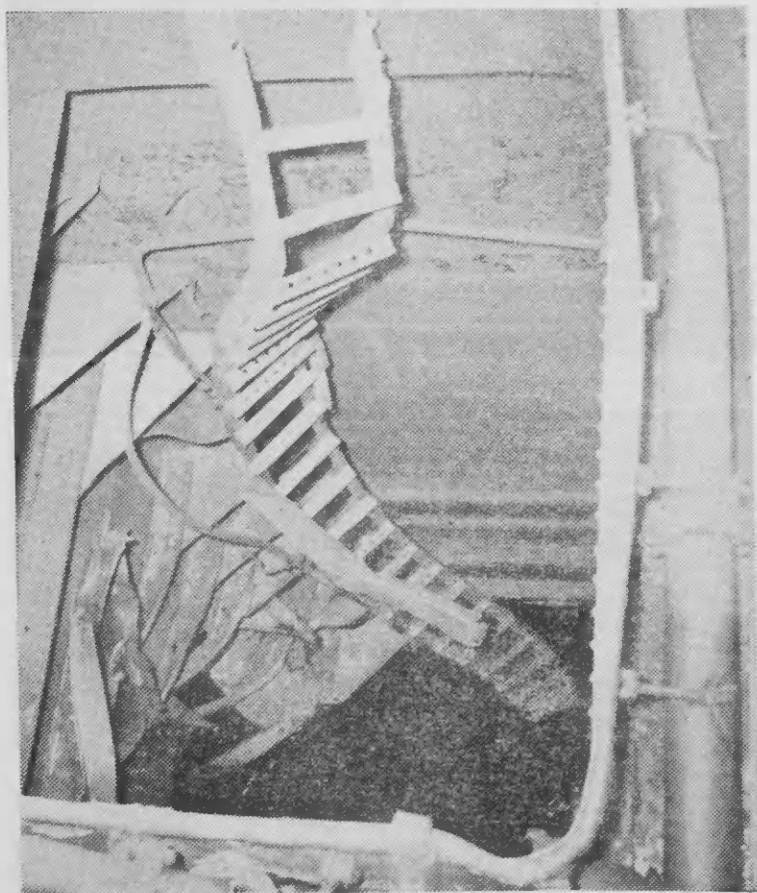


1:30 di mardugá, 16 di Februari, e reporternan a testiguá un storia riba cual nan no a conta. Cu un explosión teribel, sigui inmediatamente pa vlamnan gigantesco cien pia den laria, un torpedo a raka mas a menos mei-mei di curpa di e lake tanker "Pedernales", ancrá net for di rif. Algun minuut despues "Oranjestad", ancrá algun cien yarda mas aleeuw, tambe a worde torpediá y a keda tur na vlam. E ora balanan di e cañon riba dek di i submarino a cuminza pasa den area di refinería y pa noord di djé.

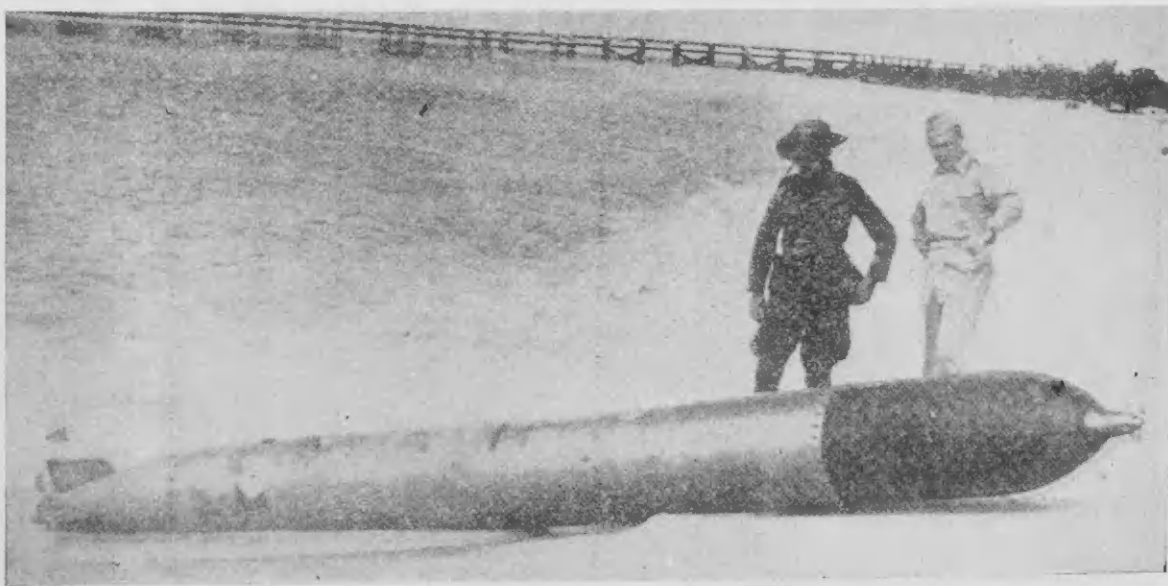
Ora cu hendenan a spierta, luznan a cuminza cende tur caminda den Colony, djei nan a paga atrobe hunto cu luznan di caya ora cu e main switchnan a worde saká. Autonan a cuminza yena na canto di lamar, cu luznan cendí, te ora cu esnan na stuur a realizá cu esaki no tabata candela accidental, pero guerra!

"Pedernales" a cuminzá drief bai, hunto cu un lago chikito di azeta kimando rond di djé. Despues di casi un ora "Oranjestad" a sink caminda e tabata ancrá. (Te dos of tres anja despues, ainda e lugar tabata marcá cu un plas di azeta.)

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Steel is twisted like paper in a cargo tank of the "Arkansas", (left) which was hit by a torpedo while tied up at the Eagle refinery's docks at Oranjestad the night of the attack. The ship was gas free, and sustained only the explosion damage of the torpedo itself, but it had been scheduled to load gasoline some 30 minutes after the torpedo hit. The picture was taken at Lago's Shipyard, which made temporary repairs so the ship could proceed to the United States for repairs. . . . The ugly monster below, a German torpedo being inspected by a Dutch and an American soldier, was on the beach at Eagle the morning after the attack. (It was believed to have missed the "Arkansas"). The following day it exploded while a group of ordnance men were trying to dismantle it, killing four.



Staal dobló mescos cu papel riba e tanker "Arkansas", (robez) cu a worde raká pa un torpedo na waf di Eagle na Oranjestad, e anochi di ataque. E vapor no tabatin gas aden, asina ta cu el a sufri solamente perhuicio di e explosión di e torpedo mes, pero e tabata pa carga gasoline net 30 minuut despues cu e torpedo a dalé. E portret ta saká na Shipyard di Lago cu a haci reparacionnan temporario pa e vapor por a sigui pa Merca pa nan dreché. . . . E monstruo feroz aki bao, cu ta worde inspectá pa soldaatnan Holandes y Americano, ta un torpedo Aleman cu tabata riba beach na Eagle e mainta despues di e ataque. (Nan ta supone cu el a hera "Arkansas"). E siguiente dia ora cu un grupo di soldaatnan tabata trata di desarmá, explosión di e torpedo a causa cuater morto.

Graphic reports of the February 16 attacks were given to the Esso News by survivors during the next few days. Some of these, in abridged form:

Herbert McCall, Master, "Pedernales"

Awakened at 1:30 a.m. by dull report and a blinding sheet of flame on starboard under bridge. His bedroom immediately ablaze. Out on deck, he saw incendiary shell burst starboard aft. Vessel's back broken forward of mainmast. Port lifeboat was lowered, but at uneven keel, lost the oars. The five men forward were in the boat; they broke up bottom boards for paddles, but drifted seaward. At 6:30 a.m. they were picked up by a fishing boat, landed at Oranjestad. Chief Steward had died in boat, third engineer on arrival at San Pedro Hospital, both of burns. Eight were lost, eighteen survived.

Herbert Morgan, Master, "Oranjestad"

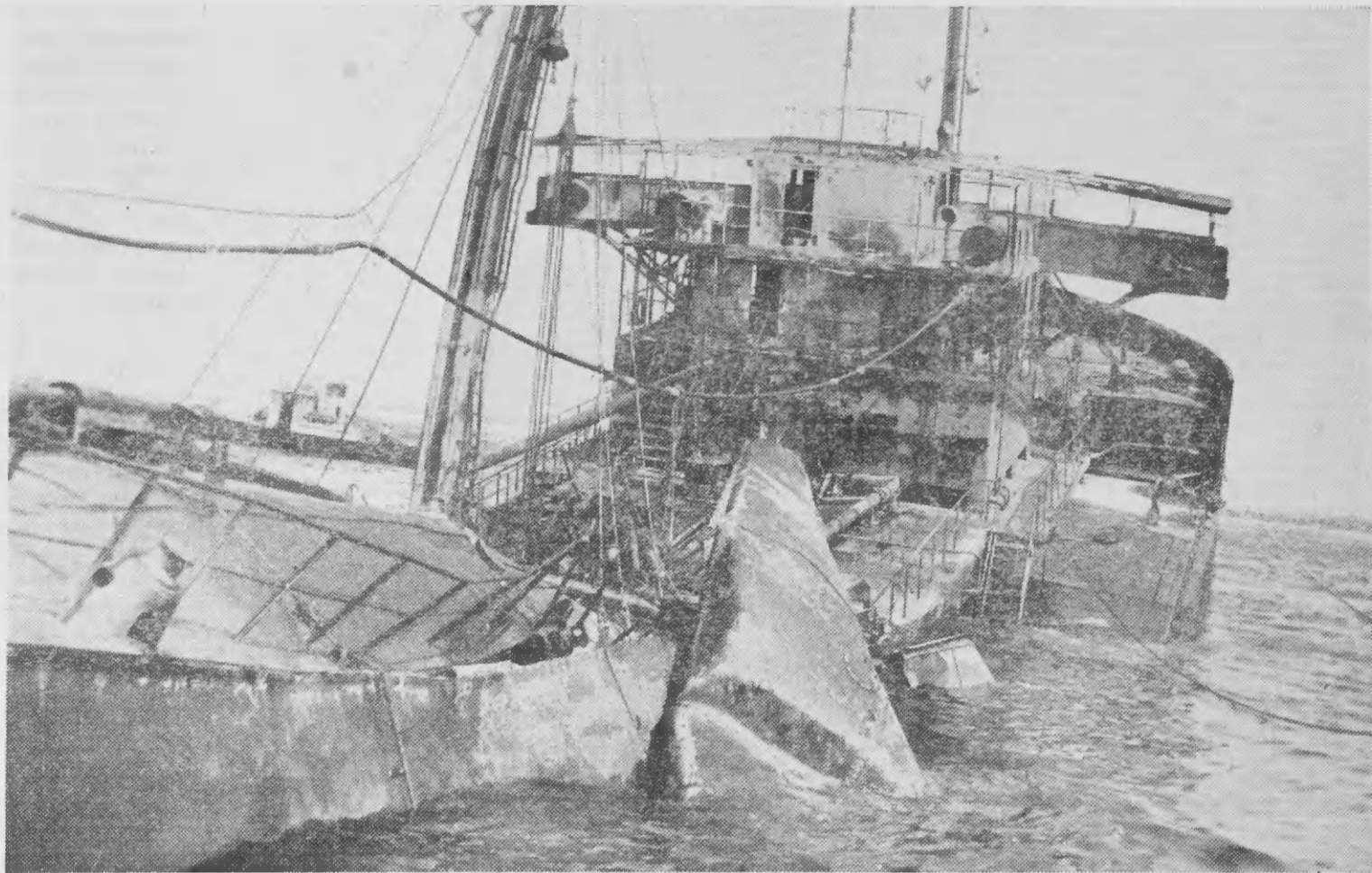
Awakened by second officer reporting fire on the nearby "Pedernales". Gave orders to prepare to weigh anchor. Reached lower bridge when blinded by torpedo flash. Ship listed immediately, back broken, and burst into flames fore and aft. Retrieved lifebelt from cabin, went to starboard side, met by flames; crossing the ship he fell hard enough to fracture his ribs, and slid back to starboard, stopping against deck pipeline. Made his way to the bow with three mates. They were there nearly an hour, waving clothing in hopes of signalling a launch. When the bow settled they were washed off by the sea. All had lifebelts except second officer, who was lost. Captain Morgan was in the water for an hour, floating through all the "Pedernales" oil before being picked up by Dutch patrol boat west of harbor entrance. Fifteen were lost, ten survived.

Sydney Jones, Master, "San Nicolas"

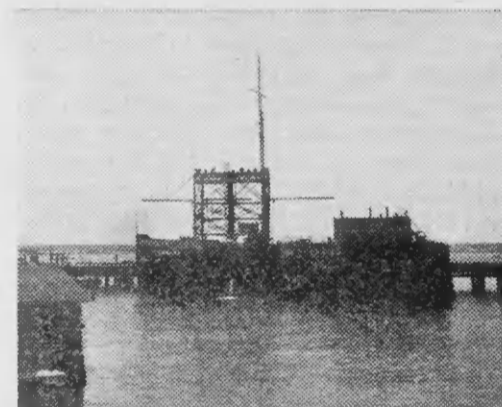
Was awakened at 3:30 a.m., saw mass of flames three miles away. Acting on standing orders, second officer had already started Ultimate Full Speed away from fire. At 4:00 a.m. hit by torpedo in engine-room, ship listed quickly but no fire. Three men in engine-room were killed. At 4:15 torpedoed again in engine-room; stern was settling. Heavy seas smashed stern lifeboat, Captain and several others thrown clear. Three oars supported six men, all in lifebelts except Chief Officer Kane. At daybreak they could see the ship standing vertically, stern on the bottom. A searching ship and an Army plane missed them. Later they clung to remains of the lifeboat, and saw a capsized surfboat holding four men, including Chief Engineer Brinkworth. Kane, nearly exhausted, rested on the lifeboat's airtank. When the Shell tanker "Ramona" found them, Kane was lost when the airtank turned over in the ship's wash. Shortly before this, Brinkworth had had a line from the "Ramona" in his grasp, but not enough strength to hold it, and was lost. Seven were lost, eighteen survived.

James Young, Third Engineer, "Tia Juana"

Struck amidships, the "Tia Juana" flamed immediately, and started to list, but continued forward. Young, acting on second engineer's orders, went down into engine-room to stop the ship (to prevent spreading its burning oil over a wide area). While he was below decks the ship heeled over on its side, and he got out only with the greatest difficulty, after injuring his back and leg. Burning oil was spreading around the ship, and he jumped in and paddled some distance away. He was unable to swim but the lifebelt supported him until he was picked up the next afternoon and taken into Maracaibo. He was one of only nine survivors; seventeen were lost.



Above, the "Pedernales", burned and broken from a torpedo hit amidships, lies anchored off Palm Beach, where it was towed after the February 16 attack. After long weeks of work, Shipyard employees were able to cut it completely in two, and the bow and stern were towed separately back to San Nicolas. The bow half is shown at right after the return trip. Below, the two halves are on the Drydock together, ready to be joined after the last section of bottom is cut off of the stern portion. At bottom of page, the now stubby ship, with 124 feet missing in the midsection, sails for the States, where it was again cut in half and rebuilt.



Aki 'riba "Pedernales", kimá y kibrá, net mei-mei pa un torpedo, ta ancrá na Palm Beach, unda el a worde getouw despues di e ataque di 16 di Februari. Despues di hopi simannan di trabao, empleadonan di Shipyard a logra na cortá na tres. E proa y popa a worde getouw separá te San Nicolas. Na banda drechi, e proa ora cu el a bolbe di Palm Beach. Aki bao, e dos pidanan ta riba Drydock hunto, cla pa worde uni. Mas abao, e vapor stompi, faltando 124 pia mei-mei, ta sali pa Merca, unda el a bolbe worde cortá na dos y re-construi.

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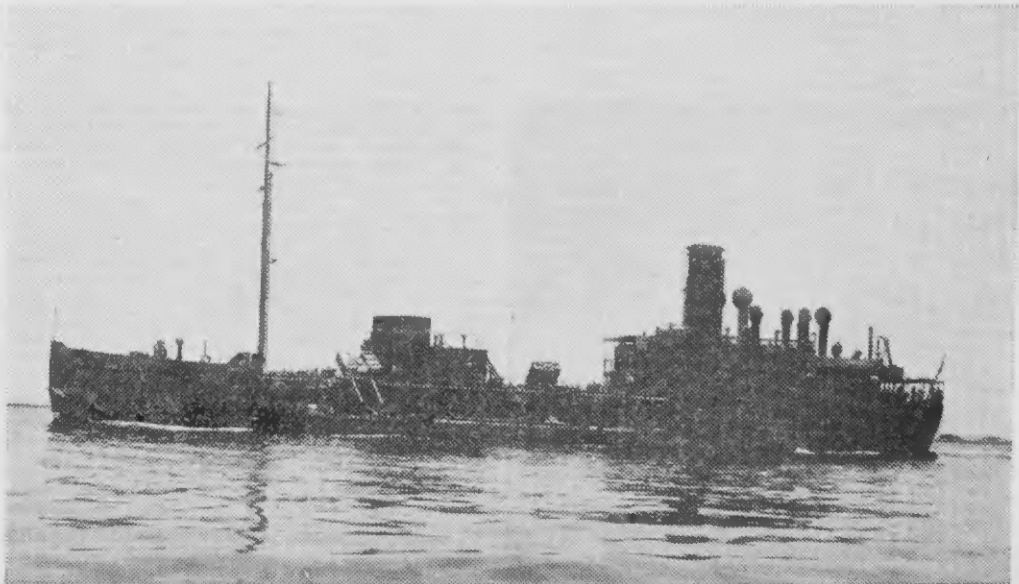
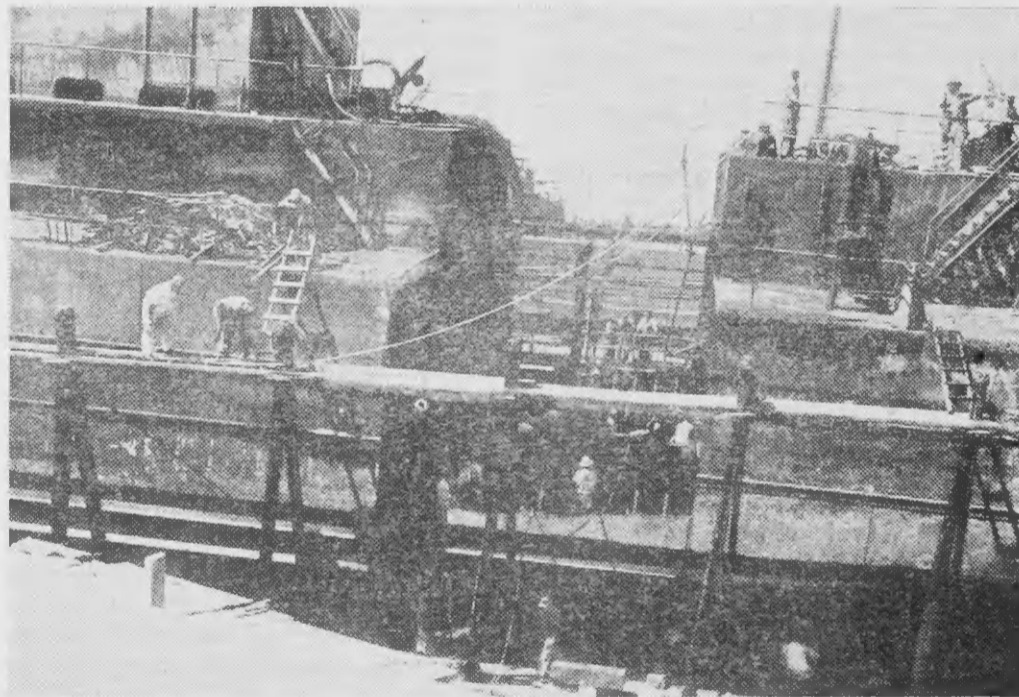
Hombenan tabata lucha pa nan bida den e awa tur na vlam banda di rif. Na tera, algun yarda mas aleeuw, tabatin poco pánico, pues tiramento riba refinaria tabata masha cortico; e promé reacción tabata e excitación comun di naturaleza humana presenciando un candela grandi, cu pronto a cambia na horror ora cu nan por a realizá e consecuenianan trágico. Mironesnan por a weita e hombernan ta bula di e vapornan na candela den e awa, tambe na candela.

Loque, afortunadamente, esnan na tera no tabata sa, ta cu tabatin un vapor den haaf cu 3,000 ton di TNT abordo, suficiente pa bula henter Aruba, si tabatin un explosion. E comandante di submarino nunca lo no a haya sa ki un bon dole el a perde, ora cu el a dicidí di los e promé torpedo 1:30 di marduga, en vez di poco mas despues. Pues tabata pa casualidad cu e vapor di munición no a sali net diesdos or' di anochi, y si el a worde torpediá na un distancia di algun milla di Aruba, e explosion di 3,000 ton di TNT lo tabatin consecuenianan teribel aki.

Afortunadamente e vapor tabata dilatá pa via cu tripulantenan kera bebe koffie promé cu nan a sali. Ora esaki a tuma lugar, e loods a subi abordo y nan a cuminzá saka e vapor (SS "Henry Gibbons") for di dock net despues di un or' y net e tabata bai sali di haaf, "Pedernales" a pega na candela. Capitan di "Gibbons" kera sigui numa, pero e loods a nenga redondamente di saka e vapor y nan a bolbe pa dock unda nan a mara e vapor, y di es moda a salbe di desastre.

Despues cu e vapor di munición tabata riba dock, Capitan John Fernando a sali cu e touwbout "Standard" (cu tabata aki di Maracaibo, reemplazando "Delaplaine" cu tabata riba Drydock), pa busca sobrevivientenan. Tabata casi

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It took a war to bring kilts to Aruba. Here the Queen's Own Cameron Highlanders, led by their bagpipe band, march past the Dining Hall.

Ta guerra a trece e Scotchman cu nan sayanan plisá na Aruba. Riba e portret nos ta mira nan, "Cameron Highlanders" ta marchear banda di Dining Hall.

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only a few hundred yards away, there was little panic as the Lago area was shelled briefly; first reactions were the excitement common to human nature in the presence of a large fire, quickly giving away to horror as the tragic consequences were realized. Watchers could see men jumping from the burning ships into the burning sea.

What those on shore did not know, fortunately, was that there was a ship in the harbor with 3,000 tons of TNT on board, enough to blow half of Aruba flat if it exploded. The submarine commander probably never knew what a choice target he missed in deciding to fire his first torpedoes at 1:30 a.m. instead of a little later. For it was by almost sheer coincidence that the munitions ship had not sailed shortly after midnight, and if it had been torpedoed anywhere within several miles of Aruba the concussion of 3,000 tons of TNT exploding would have had terrible effects here.

The ship was delayed, however, by what was reported to be the crew's wanting coffee before they sailed. With this settled and the pilot on board, the ship (SS "Henry Gibbons") was pulled away from the dock shortly after one o'clock, and was ready to sail out of the harbor just as the "Pedernales" went up in flames. The captain of the "Gibbons" wanted to go ahead and sail, but the pilot refused to take the ship out to almost certain disaster, so it was brought back to the dock and tied up again.

After redocking the TNT, Captain John Fernando took the tug "Standard" (here from Maracaibo substituting while the "Delaplaine" was on drydock) outside the harbor to search for survivors. It was almost impossible to see or hear men in the windy darkness, and the tug found only three. While out they tied up to the bow of the "Pedernales", up wind from the flames, but could find no one there.

Things were hectic in the harbor area, but rapidly coming under control, even though some Marine men who had emergency work to do were unable to talk their way past the new and too-efficient American soldiers who were guarding the refinery gates. One man who did get through was General Manager L. G. Smith, who, learning that there was no way to switch off the row of lights along the boardwalk that runs from the Main Dock to the Lake Tanker Dock, was going along throw-

ing rocks at them until all were extinguished.

In the Colony, men and women moved in restless little groups, examining each wild rumor as it came along. Army Air Forces planes droned overhead. Hours later, as the fires beyond the reef flickered out and the ambulance made steady trips to the Hospital with survivors, the Colony settled down into the total blackout of war. The area nearest the tankfarm had been evacuated, with some residents bedded down in the Community Church, and others moved in with friends farther away from the millions of barrels of oil and gasoline in storage. (In the first excitement of the shelling, some had wanted to take refuge in the caves on the north side of the island, but so far as is known no one did.)

Out at sea, however, the night and the tragedy were not yet finished. Two hours after the first attack here, the "Tia Juana" and then the "San Nicolas" were torpedoed and sunk, with heavy losses of life.

Just after dawn the "Yamanota" came within sight of the "San Nicolas" bow sticking up out of the water. Its crew fished Evertz, Tang Koon San, Sheffield, Spanner, and Martes out of the water, then zigzagged full speed for the Venezuelan shore. They could see a burning vessel some miles away (this was the Gulf tanker "Monagas", whose burned-out hulk still rests on the Venezuelan coast), but they didn't investigate because the Shell tanker "Ramona" was cruising nearby for survivors.

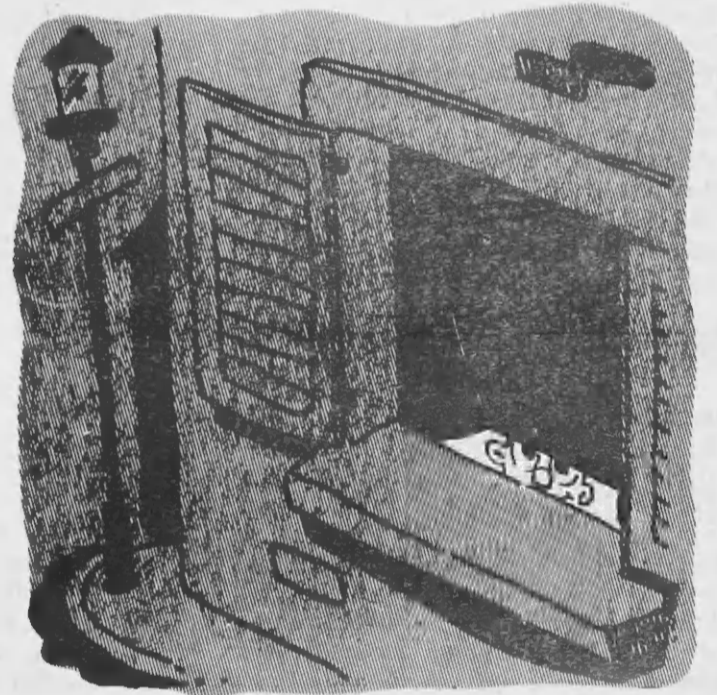
During the night the Oranjestad cable stations had been closed, but early in the morning a cable finally got through to Maracaibo to stop the morning convoy of lakers. It was too late, however, and a number of ships had already sailed, with arrival here scheduled sometime after darkness again gave the submarines good hunting. An airplane was quickly commandeered by the Maracaibo marine people, who set out to head off the ships and shoo them back into the safety of the Lake. The plan seemed a failure, though, because no matter how frantically the men in the low-circling airplane made motions back toward Maracaibo, the men on the ships simply thought they were waving goodbye, and waved back. Finally those in the plane hit on the idea of dropping weighted messages on the ships' decks, and this worked. By the time the first

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The "Punta Gorda", later lost in a tragic blackout collision with the "Ampetco", had a first mild taste of war in late '39, shortly after hostilities broke out. One night while it was bound for Curaçao, a shot came out of the darkness across its bow. With such a thing unheard-of in the peaceful Caribbean, it continued on its way, but a moment later another shell ripped across its bows. This time, fearing a German raider, it stopped, and a boarding party scrambled up on the "Punta Gorda" deck. It turned out to be only a British patrol boat which, unable to enter neutral harbors itself, wanted its mail dropped off in Curaçao.

The same sort of coincidence that saved the ship with 3,000 tons of TNT aboard (see page 6) worked in reverse to sink the "Oranjestad". Just before midnight of February 15, the "Oranjestad" asked by blinker-light when it would move from its anchorage into the harbor. The ship dispatcher blinked back that they would dock at 2 a.m. The dispatcher was wrong—at 2 a.m. the ship was afire, and 30 minutes later went to its final anchorage on the bottom.

Tom Potts, first officer of the "Oranjestad", had often argued with the marine engineering staff ashore when his ship was about to go on the drydock. Sometimes his requests for this or that item of repair work would be turned down, and he would argue about it and sometimes get to feeling that repair lists were a nuisance anyway. At 3 a.m. of February 16 he was bobbing around in a lifebelt when the tug "Standard" pulled up next to him and hauled him aboard. And Captain Fernando swears that Potts' first words as his oil-drenched figure was pulled over the rail were: "Well, there'll be no more drydock repair lists on her."



"Punta Gorda" cu despues a perde den un choque trágico cu "Ampetco" pa via di blackout, tabatin un experiencia chikito di guerra na fin di '39, unbez despues cu hostilidadnan a cuminzá na Europa. Un anochi, navegando pa Curaçao, un tiro a pasa dilanti dje den securidad. Tal sorto di cos, desconoci den Caribe pacifico, nan no a paga tino y e vapor a sigui su caminda, pero un momento despues un otro tiro a pasa pegá su dilanti. E biaha aki si nan a kere cu tabata Alemannan, pero ora nan a subi deck a bin resultá cu tabata un vapor di patrol Ingles, cu no por a drenta un haaf neutral, y cu kera entregá su correo na e tanker pa e hibé Curaçao.

E mes un sorto di coincidencia cu a salba e vapor cu tabatin 3,000 ton di TNT abordo (mira página 5) a traha net robes pa sink "Oranjestad". Net promé cu diezdos or' di anochi di 15 di Februari, "Oranjestad" a haci seña cu luz, puntra ki era e por drenta haaf pa e ancrá. E dispatcher a señalá back cu nan lo dock 2'or di marduga. Pero el a hera—2'or e vapor tabata na candela y 30 minuut despues el a ancrá pa di ultimo vez, den profundo di lamar.

Tom Potts, promé oficial di "Oranjestad" semper tabata argumento cu ingenieronan di Marine ora cu su vapor mester a bai Drydock. Algun bez nan tabata bolbe su request pa un of otro artículo, of algun reparación y porfin listanan di reparación tabata un berdadero fastidio pa Tom Potts. Dia 16 di Februari 3'or di marduga e tabata drief den un salba-bida ora cu e touwboot "Standard" a pikié. Y Captain Fernando ta hura cu ora nan a hizé abordo, Potts su promé palabranan tabata: "Wel, lo no tin mas lista di reparación pa esun ey".



Captain Chandler of the "Yamanota", whose ship picked up survivors after the February 16, 1942 attack, relates his experiences to a group of United States newspaper men next day.

Riba e portret nos ta mira Captan Chandler di "Yamanota" cu a piki sobrevivientenan despues di e ataque di 16 di Februari, 1942. Ta conta su experiencianan na un grupo di periodistas Americano, e dia despues di e ataque.

Ceremony is something you don't stand on in emergencies. While Mrs. W. L. Thomas and Mrs. J. McNab watched the flames at sea from the cliff's edge in front of their bungalows, they heard a call from the bottom of the cliff. It was a survivor from the "Oranjestad's" crew. Though injured, he had swum to the reef and then across the lagoon, and now he was anxious to get out of the water. The trouble was, he'd left the "Oranjestad" in too much of a hurry to salvage his pants.

It was no time for ceremony; the women summoned him up the cliff, gave him something to cover himself with, and called for a car to take him to the Hospital.

Soldiers not only sing old songs, they make up new ones, and soldiers here were no exception. The Schutters (conscripts of Netherlands nationality at Sabaneta) had many Papiamento songs. The following stanza is an approximate translation from one of the most popular:

I asked Dalia how things were at home
And Dalia answered me sadly;
Mamma spansks me, Papa wants to kill me —
My body in a coffin, I'll still want a Schutter.
Schutters don't care if Mamma doesn't want,
If Mamma doesn't want, tell Mamma just skip is.

Civilian Casanovas found that the mobilized Casanovas were gaining too much popularity, and in competing made the following song, about the Fl. 4.20 per week salary earned by the Schutters.

Four and twenty can't buy a refrigerator,
Four and twenty can't buy a good dress,
Four and twenty can't buy a gas stove,
Four and twenty doesn't reach to pay the rent.

If Mamma doesn't want, then Mama is just right;
If Mamma doesn't want, then Mamma judged well.

Jan Vlijt was a popular singer in the Schutters' band. The success of many parties, in clubs as well as homes, was owed to the good music played by the Schutters.

(In the Papiamento version, at the bottom of the page, the band had so much pep that "they could make all the dead people in the cemetery get up and dance", a lively description of lively music.)



Ora cu nan tabata trahando riba loque a sobra di "Pedernales" (mira página 5) e trabao mester a para pa via di un situación poco dudoso.

E mei-mei di e vapor tabata bao awa y ora empleadonan di Shipyard tabata bai cuminza cu nan cortamento, nan a nota un bom riba e dek, mas o menos seis o ocho pia bao di awa.

Tur tabata sa cu submarino no sa tira bom y ningun hende no a tende nada di aeroplano di enemigo e anochi cu "Pedernales" a kima. Pero bom no ta cos di hunga cuné, y trabao a para mientras cu nan tabata busca di revelá e misterio.

Porfin a bin resulta cu Fuerza Aéero Americano a usa e vapor kibrá como blanco pa nan train bombardeá y cu e bom tabata un imitación yená cu santo. Despues di esey e empleadonan di Shipyard a sigui cu nan trabao.

Tur hende por corda e canticanan popular di Schutternan. Grandi y chikito, homber y muher, tur tabata canta di e Schutter cu su Dalia:

Mi a puntra Dalia, con ta bai na cas
Dalia a contesta mi, un poco afligí
Mamachi ta zuta mi, Papachi ke mata mi
Mi morto den mi caha, ta schutter mes mi ke.
Schutternan no tin cuenta cu Machi 'n ke
Si Machi 'n ke, anto Machi lubidá.

Jonkumannan civil tabata haya cu jonkumannan schutter tabata gana mucho popularidad, especialmente cu damasnan y pa haci competencia nan a saka un cantica riba e salario flaco di Fls. 4.20 pa siman di schutternan cu e siguiente refrán:

Cuater cu binti 'n por cumpra un bon shimis
Cuater cu binti 'n por paga luna di cas
Si Machi 'n ke, anto Machi tin razon
Si Machi 'n ke, anto Machi a huzga bon.

Jan Vlijt tabata masha conocí pa su cantamento den banda di schutternan. Exito di hopi fiestanan, tanto ta na clubnan como na casnan di famia, ta debí na música di schutternan, cu tabatin tanto pep, cu nan por a lamta morto for di santana.



Within a few days after the submarine attack, emergency first aid squads had been organized and trained by the Safety Division. They were ready to go on short notice to any location and do rescue and first aid work under blackout conditions. One of these groups is shown rehearsing. Six of the men are still here. The "patient" is Mark Taylor of Safety. Working on his head are John Opdyke of T.S.D. and Ellie Wilkins of Instrument. Bill Hughes of Instrument is in the background. Splinting a leg are Robert Vint of the Clubs (who later served a hitch in the U. S. Marines), and Bastiaan Meuidijk of M. & C. Standing in the foreground are Elmer Marx, now gone, and Al Donaghy, later a Navy flier and now with Creole in Caracas.

Algún dia despues di e ataque di submarino, escuadranan di emergencia di first aid a worde organizá y nan tabata getrain pa Division di Seguridad. Nan mester tabata cla pa hai cualkier lugar asina cu nan haya orde pa salba y duna „first aid“ bao di condicionnan di black-out. E portret ta muestra un di e gruponan practicando.

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imposibel pa tende of mira e hendenan den e securidad y cu suplemento di biento y nan a haya solamente tres hende. Nan a mara na proa di "Pedernales" p'ariba di e vlamnan, pero nan no a haya ningun hende ey.

Situación tabata teribel den haaf, pero poco-poco e tabata bini bao di control, aunque algun homber di Marine cu mester a haci trabao di emergencia no por a pasa door di gate, pasobra e soldánan Americano, nobo y demasiado efica no tabata ke laga nan pasa. Un hende cu si a logra pasa tabata Gerente General L. G. Smith, cu a tira piedra paga e luznan un pa un, cu tabata cendi na careda di Main Dock te na Lake Tanker Dock, ora cu el a tende cu no tabatin moda di paga nan.

Den Colony, homber- y muhernan tabata para den gruponan chikito, wardando noticianan cu por yega cerca nan. Aeroplanonan Americano tabata zona riba nan cabez. Oranan despues, ora cu e candelanan banda di rif a paga y e ambulance tabata haci viahenan pa Hospital cu sobrevivientenan, Colony a drenta black-out total di guerra. E aerea mas pega cu tankfarm a worde evacuá; algun residentenan a pasa anochi den Kerki di Colony y otronan a pasa cerca amigonan cu tabata poco mas alehá di e millonesnan di barilnan di azeta y gasoline cu tabatin na provision.

(Den excitación di e promé momento, algun di nan kera tuma nan refugio

den e cuebanan na banda pa Noord di e isla, pero parce cu nan a cambia nan idea.)

Afor den lamar, sinembargo, nochi di tragedia no a caba. Dos ora despues di e promé ataque, "Tia Juana" y despues "San Nicolas" a worde torpediá y nan a sink, cu hopi pérdida di bida.

Despues cu di dia a habri, "Yamamoto" su hendenan a mira proa di "San Nicolas" ta sali riba awa. Nan a haya Evertz, Tang Koon San, Sheffield, Spanner, y Martes den awa, nan a saka y nan a zig-zag pa costa di Venezuela. Nan a mira un vapor na candela algun milla mas aleuw (esaki tabata e Golf tanker "Monagas"), pero nan no a investigá pasobra e tanker di Shell "Ramona" tabata cruzando den cercania, buscando sobrevivientenan.

Anochi, estacionnan di radio na Oranjestad tabata cerrá, pero mainta tempran un cable por a pasa pa Maracaibo, pa stop e convoi di tankernan cu tabata bai sali. Sinembargo, tabata mucho laat, y algun di e vapornan a sali caba. Hendenan di Marine na Maracaibo, a manda un aeroplano pa spierta e vapornan, manda nan back den seguridad di e lago di Maracaibo. Ora cu e hombernan di e aeroplano cu tabata circulá masha abao, tabata haci seña pa bolbe Maracaibo, esnan den e vapor a kere cu ta ayó nan tabata yamanan y nan tambe a yama ayó. Porfin nan a bin tira cartanan cu peso riba deck di e vapornan y esaki a logra.

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A part of the wartime scene was the billboards with morale slogans in three languages, prepared by the Training Division. They were placed both in the plant and in town and „cunucu“ locations.



THE WAR YEARS

Continued from page 6

one or two ships had turned and retreated full speed for the Lake, the rest of the convoy got the idea and they all scurried for safety.

That night San Nicolas harbor looked like the inside of a sardine can. Except for the Army's TNT ship nothing sailed, and all the ships in the area were ducking into harbors before nightfall until the submarine situation eased off a little and convoy systems could be organized. The number of lake tankers and ocean tankers that could be packed into the harbor's small area when raiders lurked outside was amazing.

The day had been a tense one, with a feeling that the little island was under siege; the fact that the besiegers were invisible and struck without the warning that bombing planes must always give added an extra chill to the coming of night.

Fishing boats had brought in some survivors during the morning, and cables from Maracaibo and Curaçao had revealed the names of a few more who had been landed there. The Hospital staff had worked endless hours cleaning oil from those who were rescued, and treating burns. Hospital beds held 27 injured tankermen, and 25 others had been treated for minor injuries or burns but not hospitalized. A number of others were at San Pedro Hospital in Oranjestad.

The results of the shelling had been checked: a tank had been hit but not punctured, and a police bungalow north of the lower tank farm had taken a hit. (It was said that a shell had exploded as it came through the roof and had literally showered the bed of a sleeping woman and child with shrapnel, miraculously without touching either of them.)

Before sundown the Army had hauled big guns into the sand dunes between the big and little lagoons, below the harbor, and on the north shore; huge searchlights were everywhere, and an anti-aircraft battery went in between the spheroids and the Hospital. Watching these preparations, Colony residents began to feel as if they were inside a fort — one without walls. The almost constant drone of bombing planes going out on search missions sounded reassuring in daylight but not much so at night.

Most of the plant was shut down until light-shields could be rigged up for the furnaces. (All the sheet-iron roofs of the Pressure Stills later went for this job.) A practise blackout had been scheduled for February 17, but the blackout that began a half hour after sundown February 16 was no practise — it was real, it was solid, and it was permanent.

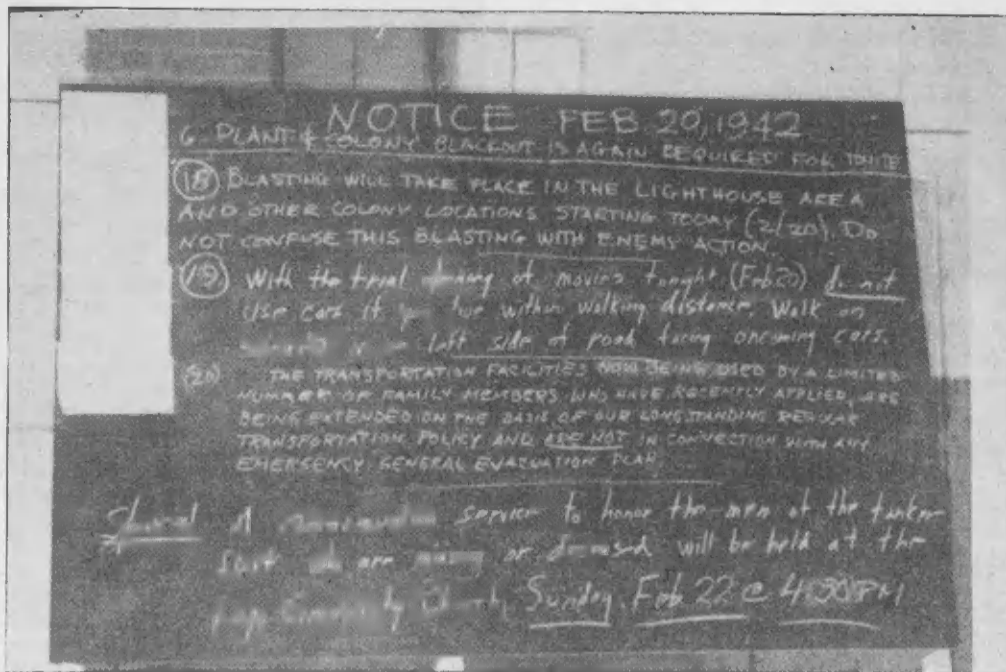
Few people had prepared ventilating blinds of any sort, and most simply closed the louvres up tight, drew curtains across and dimmed the lights besides, and sweltered in the heat. Hastily organized teams of blackout wardens, destined to police the Colony and Lago Heights for many months, were quick to point out any carelessness.

Most residents near the spheroid field had again gone to spend the night with friends farther away from the plant and tank farm. Dozens of families, especially those with small children, slept with wraps and blankets handy in case the submarines took a second crack at us and a quick evacuation was called for.

And then nothing happened! Most people rose next morning (Tuesday, February 17) with mixed feelings of relief that the night was over, and sheepishness at being so worried.

That night had been quiet, and so was the next. The one after that (February 18) started out well enough, but ended with a bang at 5:30 a.m. on the 19th, when even heavy sleepers were awakened by tremendous explosions off the east end of the island (light sleepers practically picked themselves up off the floor). Then there was the whisper of big shells passing over the Colony.

Daylight soon revealed the damage, which was much worse on the residents'



Bulletins changed daily on big blackboards at the Commissary and Main Gate helped keep false rumors from spreading by giving the correct news whenever possible. As a memory-jogger, a number of these bulletins are printed below:

"It is authoritatively reported that in Tuesday's action off shore two submarines were destroyed".

"Failure to half-staff the flags is not disrespect or oversight; such practise is not followed during war-time".

"Blasting will take place in the lighthouse area and other Colony locations starting today (2:20). Do not confuse this blasting with enemy action". (The blasting was for gun emplacements for the 155 mm. Long Toms and other coast artillery.)

"The 'F.H. Bedford' is now at dock unloading additional supplies, but Commissary purchases of certain limited items will still be restricted".

"The location of the 'C.O. Stillman' is known. She is still safe and will proceed to Aruba as soon as circumstances warrant".

"The early morning shooting today (Thursday) was not caused by enemy action".

This bare announcement, which was all the military authorities would permit Management to say, met various degrees of resentment in the Colony. After much negotiation, the Company was allowed to print the following, which cooled the tempers back to normal:

"Military communique issued by the General Military at Curaçao states: There has been no attack on the Lago Concession at Aruba on Feb. 19 at 5:30 a.m.; the shell splinters that were found originated from our own light shells (star shells) fired to illuminate the sea".

"The military authorities have requested civilians to stay away from all army observation, searchlight, and gun locations, after sundown".

"Advice has been received (p.m. 3:10) indicating that the 'Esso Bolivar' has run into trouble near Cuba en route to Aruba. Condition of ship and cargo unknown but this vessel will probably be out of Aruba service for an indefinite period".

Salvage work on the wrecked "Pedernales" (see page 5) was held up by a freakish situation. The center deck portion of the ship was submerged, and when Shipyard employees were ready to start their cutting job, someone suddenly noticed an unexploded aerial bomb lying on the deck six or eight feet under water.

It is a well-known fact that submarines don't drop bombs, and no one had heard of any enemy planes being over the island the night the "Pedernales" had burned. Still, you don't fool around with an unexploded bomb, so work was stopped while the mystery was unravelled.

It finally turned out that the Army Air Forces had used the hulk as a handy target for bombing practise, and that the bomb was a harmless imitation filled with sand. The salvage work went ahead from there.

state of mind than it was on the places hit. One shell casing six inches in diameter and eighteen inches long had passed completely through the Esso Club library, knocking over a file cabinet and a counter on the way, and littering half the Club with splintered wood. (A soldier was later heard to remark "Thank goodness it wasn't the bar".) Tex Schelfhorst, living in Bachelor Quarters No. 6, had taken a near miss: a similar shell had gone through his door jamb, passed within inches of his feet as he lay sleeping, then went out through the floor. It ricocheted off the coral, went through the wall of a B.Q. garage, and finally stopped against the engine of a car belonging to Carl Johnson. (Carl at that moment was a passenger on the missing "C.O. Stillman", which was playing hide-and-seek with submarines somewhere along the East Coast). A third shell bounced harmlessly off a road.

Besides excitement, the shells stirred up some mystery. They were merely big hollow tubes open at one end, with walls over a half inch thick, and looked

more like a section of pipe than an artillery shell. Also, they were empty, yet had not exploded. They had done their damage only by the smashing blow of their 25 or 30 pound weight.

Unfortunately, for security reasons the U.S. Navy at first forbid any official release of the true story; it could only be said that the shelling was not enemy action. However, the rumor was out that the shells were from U.S. warships, and there were many thoughtless complaints about poor shooting or careless target practise. To people whose closest contact with the grim realities of war had been the newsreels, nervousness ("the jitters") was natural.

Several days later the true story was released (see bulletins above) and cooler heads realized that the destroyers protecting our coast and shipping were fighting a deadly enemy, and if they needed quick light on a suspected submarine they could not be too particular where the flare shells' casings landed.

ANJANAN DI GUERRA

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Ora cu e promé dos of tres vapornan a bira y a cuminza tumbé pa Maracaibo full speed, resto di convoi a comprende y nan a pura busca seguridad.

E anochi haaf di San Nicolas tabata parece sardinchi den bleki; cu excepción di e vapor di Ehército cargá cu TNT, ningun vapor no a sali y tur a core dreña haaf promé cu nochí cerra, te ora cu situación di submarino a dreña y nan por a organizá systemanan di convoi. Tabata asombrante cuanto lake tanker y ocean tanker por a dreña den e aérea chikito di haaf mientras cu submarino tabata loer p'afor.

Henter dia nervionan tabata di punto, cu un gevoel cu e isla tabata sitiá; e feít cu e sitiadornan tabata invisibel y cu nan a ataca sin ningun spiertamento, tabata haci susto aumentá segun cu nochí tabata cerra.

Botonan di piscador a trece algun sobreviviente mainta, y cablanan di Maracaibo y Curaçao a duna nombernan di algun mas cu a yega aya. Na hospital nan a traha oranan largo pa limpia e hombernan tur na azeta y pa cuida nan quemaduranan.

Tabatin 27 hombernan di tanker drumi na cama na hospital y 25 mas a haya tratamiento pa nan quemaduranan pero nan no a worde hospitalizá. Tabatin algun na Hospital San Pedro na Oranjestad.

E resultatonan di e tiramento for di dek di e submarino a worde averiguá: un tanki a worde raká, pero no a bora y un otro bala a raka na cas di un polies pa noord di tankfarm. (Un di e balanan a dreña door di dak, plama scherf tur riba cama caminda tabatin un muher y un jioe chikito drumí, sin mishi cu nan.)

Promé cu atardi, "Army" a carga cañonan grandi banda di Lagoon, pa bao di haaf y na costa di noord; tabatin luznan grandísimo tur caminda y cañonan anti-aéreo entre tankinan y Hospital.

Weitando e preparacionnon aki, habitantenan di Colony a sinti manera cu nan tabataden un forti, pero un forti si muraya. E sonido casi constante di bombonan tabata duna un gevoel di seguridad den dia, pero anochi nan sonida tabata yuda exaltá nervionan un poco mas.

Casi tur planta tabata cerrá, te ora por a traha sherme pa e fornonan.

Dia 17 di Februari lo tabatin un ehercicio di blackout, pero e blackout cu a cuminzá mardugá di 16 di Februari no tabata ehercicio; e tabata realidad, stricto y permanente.

Mayoría di residentenan di tankfarm a bolbe bai pasa 'nochí cerca amigonan mas aleeuw di planta y tankfarm. Hopi famianan, especialmente esnan cu jioe chikito tabatin klechi y dekelnan y maleta gepak banda di nan, pa na caso di un segundo ataque di submarino, nan por a evacuá rapidamente.

Pero nada no a pasa. Pa su mayan mainta (Dia Mars, 17 di Februari), tur hendé a lamta yen di soño, pero aliviá cu nochí a pasa.

E dos siguiente anochinan a pasa queto, pero esun despues di esey (Feb. 18) cu a cuminzá queto a caba cu explosionnan pa 5:30 di marduga, 19 di Februari. Despues tabatin sonido di shellnan pasando riba Colony.

Ora dia a habri nan a descubri e dañonan. Un shell a haci destrozó den Esso Club, un otro a pasa door di porta y vloer di BQ6, door di un garage bai para contra motor di un auto ey den. Un otro a dal riba caminda. E shellnan tabata masha misterioso; tubonan grandi, hol, habri na un banda, bashí sin cu nan a explodí.

Pa motibonan di seguridad U.S. Navy no por a duna mas explicación, sino cu e shellnan no tabata acción enemigo. Tabatin rumores cu nan tabata di vapornan di guerra Americano y tabatin queho riba tiramento malo y sin cuidao.

Algun dia despues nan a revelá e storia; destroyernan tabata bringa un enemigo mortal cuidando nos costa y si nan tabatin mester di luz pa haci esey, anto nan no por tabata mucho particular en cuanto unda e cartuchonan lo bai cai.

TO BE CONTINUED

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